Chapter 5: Community Facilities and Services

Introduction

The availability and location of community facilities and services plays an important role in shaping the future growth of the county. One of the major impediments, or facilitators, of growth is the existence of community infrastructure. We have come to expect our local governments to provide us with a certain level of service and as growth increases so too do the demands for services. Many of the initiatives discussed in the economic development, housing, and land use sections of the plan rely on the expansion or construction of additional community facilities and services for their successful implementation. This chapter inventories the existing infrastructure and identifies needs related to accommodating future growth.

Purpose

The purpose of this section is to examine the inventories of existing facilities and services and to determine how adequately they are serving the existing population. Based on this assessment, future needs can be quantified relating to the expected population growth. The section attempts to illustrate the linkages between growth and the availability of community facilities and services. Rapidly growing municipalities, such as Braselton, are experiencing a strong demand for new infrastructure in the form of roads, water, sewer, and public protection. This increased demand, combined with the requirements for periodic maintenance and expansion of existing facilities, creates an increasing financial burden on the local government. The comprehensive plan's intent is to carefully coordinate future infrastructure expansion with each section of the plan to provide for the orderly growth of the town.

Organization

This element is divided into ten sections discussing each of the community facilities and services identified in the Department of Community Affairs Minimum Planning Standards. These include:

- Water supply and treatment;
- Sewer and wastewater;
- Transportation;
- Solid waste management;
- Public safety;
- Hospitals and other public health facilities;
- Recreation;
- General government;
- Educational facilities; and
- Libraries.

Each of these sections describes the presence and adequacy of the facility or service and the final section outlines the community needs, goals and policies.

Transportation

The purpose of this section is to inventory the existing transportation network and assess its adequacy for transporting the current and future population. The road network is a key element in determining the city's ability to grow and function. Adequate transportation facilities are necessary not only for the transport of people, but also of goods and services. The efficiency of the network has a direct impact on the land use through its ability to disperse increased traffic levels as a result of new residential, commercial and industrial development.

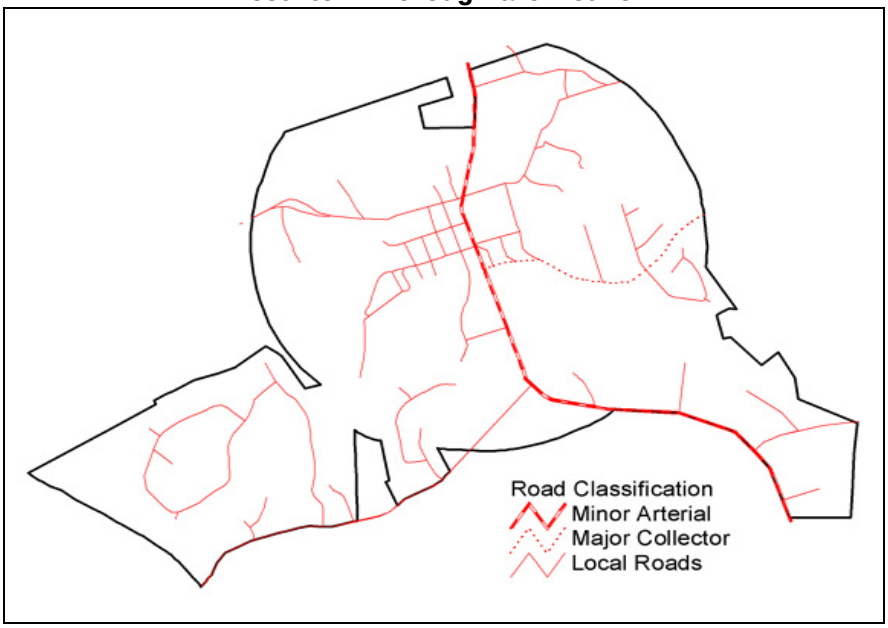
Existing Road Network

Hoschton is located in northeast Georgia and lies partly in the southwest corner of Jackson County. GA highways 53 and 332 intersect the city, with Interstate 85 directly north in Braselton. All other roads not designated as thoroughfares are considered as solely locally serving and are not designed to accommodate high levels of through traffic.

Roads are classified by the U.S. Department of Transportation based on their function within the local highway network. The general highway map of Jackson County was used to determine functional road classification and is presented in Figure1. Each classification category is defined in the following paragraph according to the U.S. Department of Transportation standards.

1. **Principal Arterials:** These roads, which include interstates and rural freeways: serve "substantial" statewide or interstate trips, as defined by high mileage or volume; connect most urban areas of 25,000 or more and virtually all urban areas of 50,000 or more; and provide an integrated network without stub connections except where geography dictates otherwise.
2. **Minor Arterials:** With the principal arterial system, these roads form a rural network that links other cities, larger towns, and other traffic generators, such as major resort areas, capable of attracting travel over similarly long distances; links all developed areas of the state; and serve corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through-movement.
3. **Major Collectors:** These roads, with minor collectors, primarily serve the county rather than state traffic. Consequently, more moderate speeds are typical. They serve any county seat or larger town not on an arterial route, and other traffic generators of equivalent intra county importance, such as consolidated schools, shipping points, county parks, and important mining and agricultural areas; link the latter places with nearby larger towns or cities, or arterials and freeways; and serve the more important intra county travel corridors.
4. **Minor Collectors:** Also serving county-wide traffic, these roads should evenly collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; provide service to the remaining smaller communities; and link the locally important traffic generators with the hinterland.

Figure1
Hoschton Thoroughfare Network



Roads classified on the map represent both major thoroughfares, as well as locally serving roads. Table 1 identifies the total mileage of each route classification.

Table 1
Total Mileage by Route Type

Type of Road	Mileage
Principal Arterial	0
Minor Arterial	3.02
Major Collector	0.85
Minor Collector	0
Local	16.45
Totals	20.32

Source: Northeast Georgia RDC

Level of Service

The quality of service provided by the road network requires a quantitative measure of the operational efficiency of the roads. A method of analysis is to determine the Level of Service (LOS) of the major thoroughfares within the network (Illustrated in Figure1). According to the Highway Capacity Manual, LOS is a measure describing operational conditions of a roadway in terms of average speed, travel time, maneuverability, and traffic interruptions. There are six LOS categories, ranging from A to F (described in Table 2), each describing the operating conditions associated with them.

Table 2
Level of Service Definitions

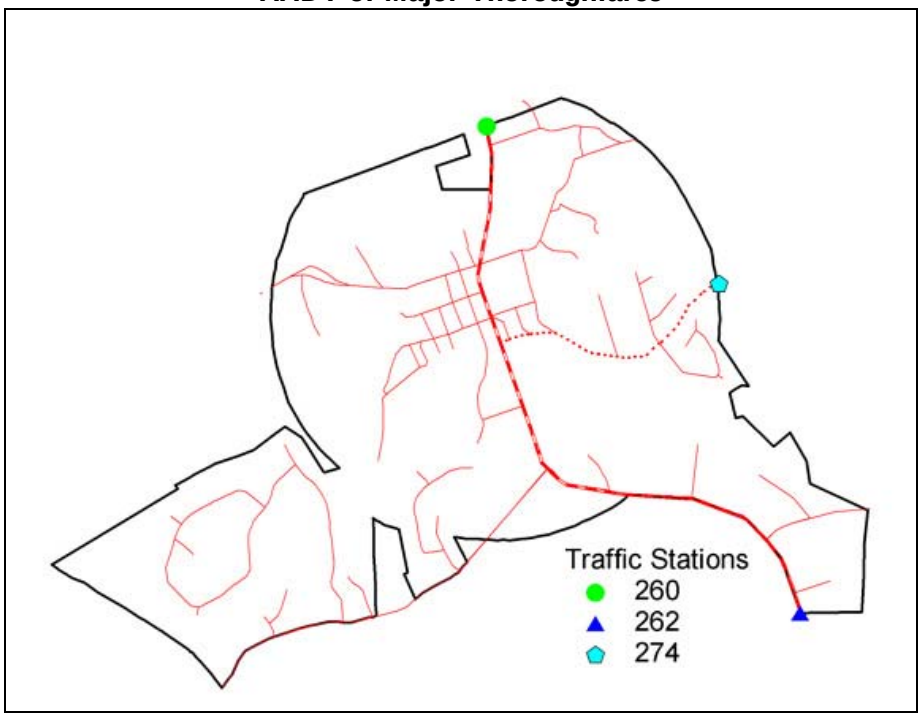
Level of Service	Quality of Traffic Operation
A	Free flow, minimum delay at signalized intersections.
B	Occasional short delays that may require waiting through one red light.
C	Stable flow with intermittent delays at signalized intersections (typical design level). Backups may develop behind turning vehicles.
D	Approaching unstable flow and may require waiting through two or more red lights.
E	Unstable flow. Roadway is operating at capacity with high levels of congestion that may result in lengthy delays.
F	Forced flow through jammed intersections. Excessive delays resulting in extremely high levels of congestion.

Source: Transportation Research Board Highway Capacity Manual, 2000

The LOS indicates the roadway conditions during the peak hour of traffic, generally those associated with the morning and evening "rush hours" (7:00-8:00 am and 4:00-5:00 pm). It is calculated by determining the ratio of traffic volume to roadway capacity for segments of individual roadways based on accumulated flow from collector roads within its "trafficshed". A trafficshed operates in a similar fashion to a watershed, assuming that vehicular traffic will flow from rural collector roads onto larger arterial roads.

As indicated in Table 2, the typical design level of a road represents an operational LOS C. This indicates that roads are designed to adequately handle 65% of the road's capacity while maintaining a stable flow of traffic. According to the most recent traffic count data (2001 counts from the Georgia Department of Transportation) the heaviest traveled roads in the city GA Highways 53 and 332. Figure 2 illustrates the traffic count station locations, and Table 3 illustrates the counts at each of the stations for 1997 and 2001.

Figure 2
AADT of Major Thoroughfares



***Note:** All traffic counts report on two-way traffic totals.
Station points do not reflect actual locations and are estimated based on GDOT maps.

Table 3
Average Annual Daily Traffic Counts

Route Name	Station No.	1997 Count	2002 Count	Percent Change
State Route 53	260	10,143	13,699	35.1
State Route 53	262	5,924	8,508	43.6
State Route 332	274	1,790	3,351	87.2

Source: Georgia Department of Transportation

*Station No.: Refers to the number illustrated on Figure 2.

The total Annual Average Daily Traffic (AADT) estimates increased for each of the major roads. The AADT is derived from the yearly traffic count data and estimates the average total daily traffic on identified segments of all major roads in the county. Segments of GA Highway 53 had relatively high percentage increases between 1997 and 2002, illustrating the increase in through traffic Hoschton has experienced as more vehicles are passing through the city traveling towards Interstate 85. The largest increase was along GA Highway 332, which recorded a 2002 count of 3,351. Total daily traffic increased 87.2% from a 1,790 count in 1997. This can be attributed to the increase in residential development outside of Hoschton and the use of GA Highway 332 as a collector route for traffic destined for GA Highway 53, and eventually Interstate 85.

Because of the lack of numerical data for roadways within each of the thoroughfare trafficsheds, it is difficult to quantify the level of service of the major thoroughfares. However, approximations can be generated using the Highway Capacity Manual Urban Street Concept, which formulates peak-hour service volumes based on a

standardized set of assumptions. Table 4 illustrates the directional design-hour peak volume, which factors peak-period traffic flows (a.m. rush hour statistics) and directional distribution.

Table 4
LOS Estimates for Major Thoroughfares

Route Name	Class	Station No.	2002 Count	DDHV	LOS
SR 53	1	260	13,699	822	B
SR 53	2	262	8,508	510	C
SR 332	1	274	3,351	201	A

Source: Highway Capacity Manual: Urban Street Concepts

*Class: Determined by the free-flow speed vehicles are able to travel under low-volume conditions when all signals are green throughout the entire trip.
*Station No.: Refers to the traffic count station number from Figure 2.
*DDHV: Direction Design-Hour Volume. Illustrates the peak hour trips traveling in the same direction.
Formula: 2002 Count*Directional Distribution for Urban Radials (0.60)*Peak-Hour Traffic Flow for Rural Areas (0.10).
*LOS: Level of service estimate based on estimated volume capacities for different classes of roads.

Planned Transportation Improvements

The town does not operate its own Roads and Bridges Department. The majority of the major thoroughfares are state routes and operated and maintained by the Georgia Department of Transportation (GDOT).

The only transportation improvement item currently planned within the city is the streetscape enhancement project in downtown Hoschton. The project is to be funded through a transportation enhancement award, totaling $550,000. The project improves the availability of downtown parking, increases the pedestrian safety along GA Highway 53 through the planting of a tree-lined buffer and providing a cross-walk to the historic depot, and improves the aesthetics of downtown through increased vegetative cover.

Pedestrian and Bicycle Facilities

There is currently no comprehensive inventory of existing pedestrian or bicycle facilities in the town. Many of the new suburban developments throughout the region are not built to the pedestrian or bicyclist scale and lack the necessary facilities to encourage their maneuverability. One of the largest impediments to pedestrian and bicyclist movement is today's development pattern. Suburban development has become more scattered and further away from retail and service outlets, making it increasingly difficult to walk or ride anything other than a car to do basic everyday household activities. The lack of pedestrian and bicycle facilities is a national epidemic and has been linked to deteriorating health in suburban children by the Center for Disease Control.

There are no bicycle facility plans in place involving the location of bicycle lanes through either the Planned Statewide Bicycle Route Network or the Northeast Georgia Regional Bikeway Plan. The streetscape project is intended to increase pedestrian mobility in the downtown.

In addition to the streetscape project, the city has a strong desire to increase the accessibility of the downtown district to both pedestrians and bicyclists, and to link the downtown with the Intermediate School and the new park through sidewalk construction.

Public Transportation

There is currently no public transportation available in Hoschton, and it is not in the immediate plans. The population totals and density is not conducive to implementing a public transportation system, and until the number of locally employed residents increases there will not be a large demand for it.

Railroads

There is no rail service through the City of Hoschton. The closest rail service is the CSX Transportation System lines operating in Jefferson and Winder.

Aviation

There is no direct aviation service to the City of Hoschton. The closest local-serving airports are the Winder-Barrow and Jackson County airports. There is commuter air service at the Athens-Ben Epps Airport, and full commercial air service at Atlanta-Hartsfield International Airport.

Transportation Assessment

Overall the transportation system is adequately serving the existing population, however there is a current deficiency in the availability of pedestrian and bicycle facilities. These problems are being addressed through the implementation of the streetscape project, and through the identification of future funding sources to increase pedestrian mobility throughout the town. Increased pedestrian and bicycle access to the downtown will help to revitalize downtown businesses and encourage downtown activities.

The road network adequately serves the existing population. However, problems arise at peak-hour traffic periods because of Hoschton's location in proximity to Interstate 85. Traffic on GA Highway 53, through the center of the city, has increased tremendously over the past five years as development, both in, and surrounding Hoschton has increased. Much of this increased traffic is as a result of increased commuter traffic using GA Highway 53 as an arterial route to access Interstate 85. The downtown traffic issues must be addressed, particularly those related to pedestrian safety, to fully revitalize the district and to increase the use of alternative forms of transportation.

The future land use patterns play a large role in the efficiency of the transportation network, particularly in a rapidly expanding municipality dominated by single-family residential development. A typical single-family detached home generates an average of 9.54 vehicle trips per day, according to the Institute of Traffic Engineers. According to 2000 figures, there are now approximately 1.88 passenger vehicles per household, 42.5% of households reported they had two vehicles, and 26.6% of households reported three or more vehicles per household. Within the existing transportation network new development, in conjunction with development elsewhere in the region using GA Highway 53 as an access route to Interstate 85 will create LOS deficiencies within the city. Each new residential development is assumed to create one peak-hour trip (according to the 2000 Highway Capacity Manual). There is the potential for an additional 778 single-family residential homes to be constructed within the next ten years (according to housing forecasts in Chapter 5), not to mention the available commercial and industrial zoned land. Each of these homes deposits a peak-hour automobile trip onto the road network, eventually utilizing GA Highway 53, which will create LOS deficiencies.

Water Supply and Treatment

One of the most important issues throughout the state is the availability and quality of drinking water. The incredible growth rates experienced in the Atlanta Metro areas has put tremendous pressures on public drinking water sources and has depleted numerous private wells as the groundwater supply continues to decrease.

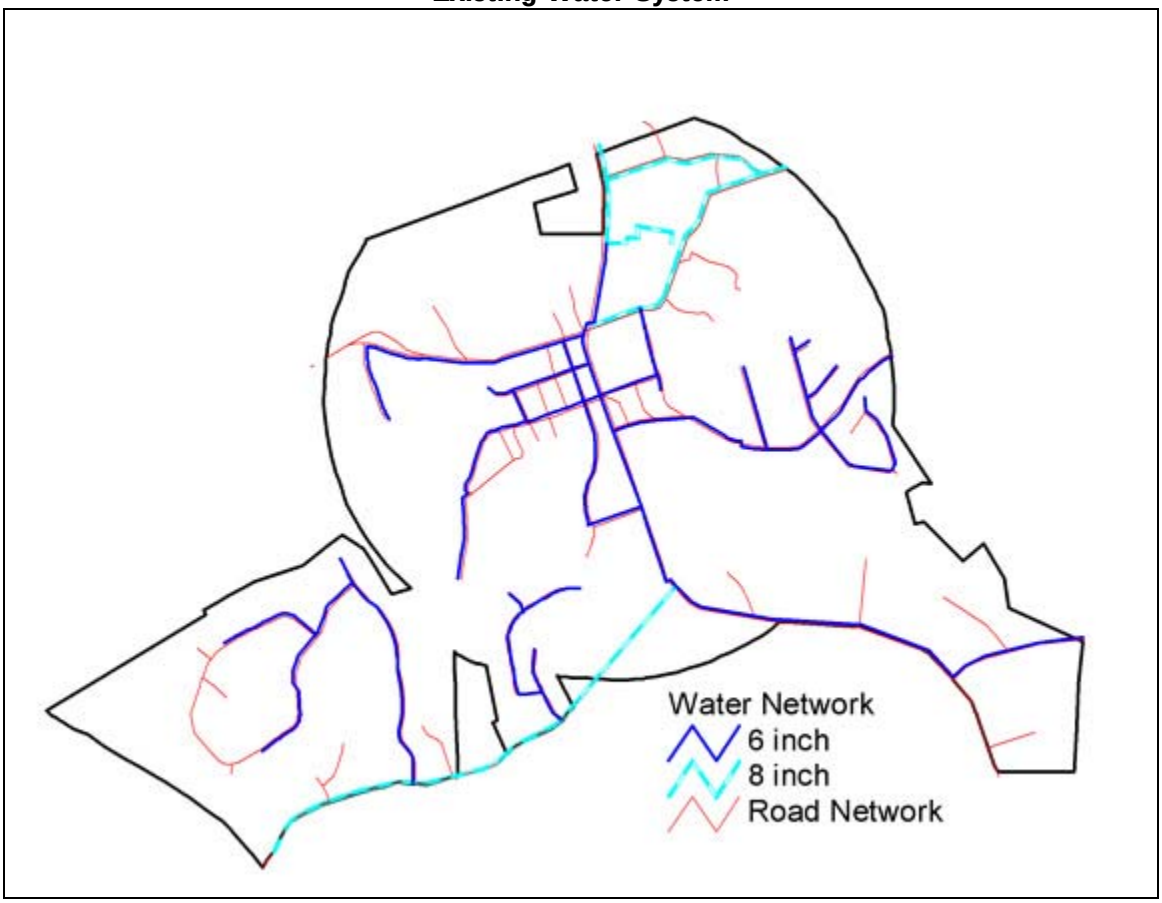
Inventory of Existing System

Hoschton is the public water supplier for all residents of the city. The system currently serves 565 (as reported in March of 2003) customers. The system is served by an underground well and purchased water from the Jackson County Water Authority.

The town has 0.100 million gallons per day (mgd) of available storage space through the use of one above ground storage tank. The entire system uses approximately 0.100 mgd, and has a current capacity of 0.892 mgd.

Figure 3 illustrates the location of the existing water network.

Figure 3
Existing Water System



Source: City of Hoschton

Water System Assessment

The system is in the need of an additional storage tank to adequately serve the existing population and would require a total of two additional storage tanks to ensure adequate levels of service for the expected population growth of Hoschton.

The expected growth in the area requires an increase in both the available and planned capacity. Population and housing forecasts estimate over 780 new housing units by the year 2010, creating a population of 2,882. Assuming an average consumption of 100 gallons/person/day, the increased growth will require an additional 0.181mgd of water. This only takes into account residential development and does not include future commercial and industrial development.

This illustrates the continued need for monitoring the adequacy of the water network to ensure its ability to accommodate the expected population growth. This is merely an approximation of the potential impacts on the water supply based on an estimate of residential development only.

Public Sewer and Wastewater

Another major issue concerning the development of Hoschton is the adequacy of the public sewerage system to accommodate future growth. The availability of a public sewerage system is an attractive feature to developers who often seek to annex into municipalities because of the lack of infrastructure in unincorporated areas of most counties.

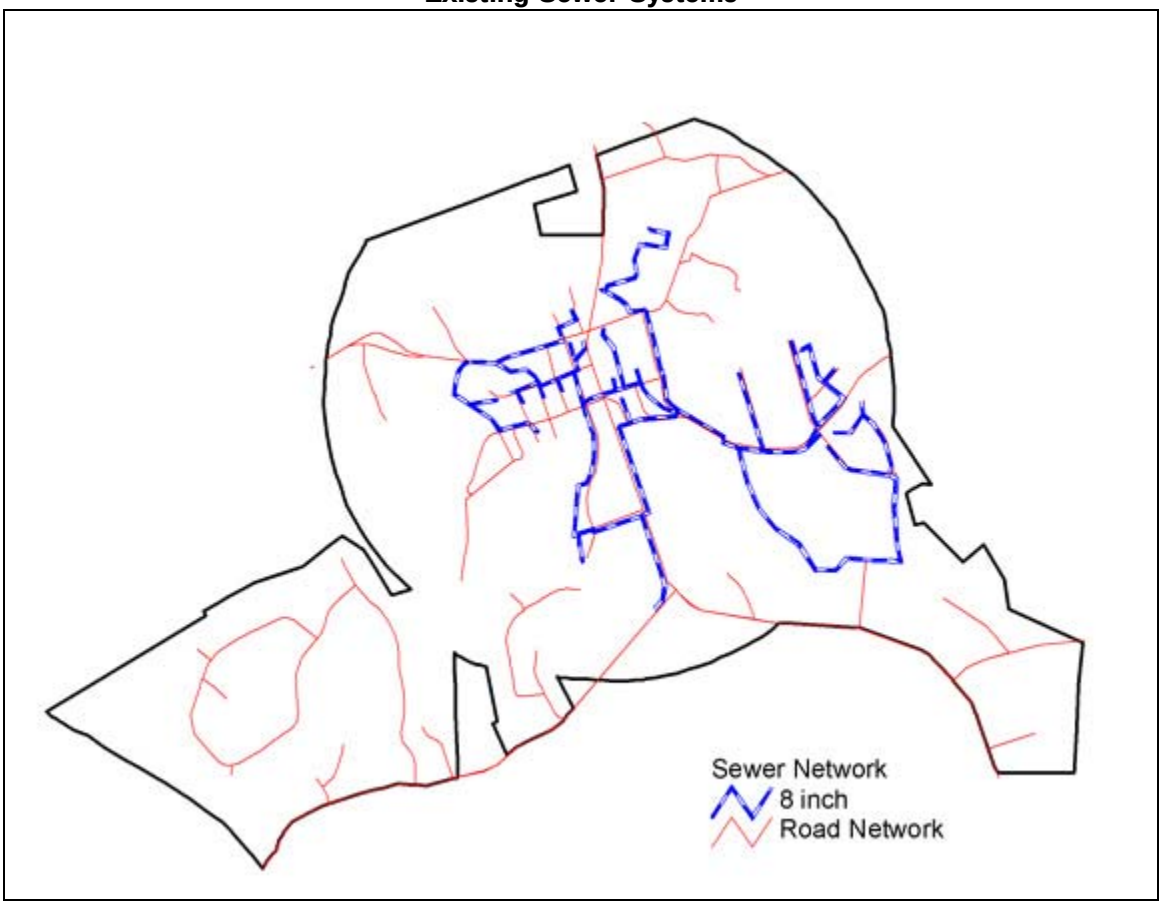
Inventory of Existing Systems

The town operates a water pollution control plant with a capacity of 0.100 mgd, serving a total of 343 total customers (as reported in March 2003). The average daily flow at the plant is near capacity.

All sewer customers are within the town limits and there are currently no plans for expansion of the sewer service area beyond that.

Figure 4 illustrates the existing sewer network.

Figure 4
Existing Sewer Systems



Source: City of Hoschton

Sewer System Assessment

The current system serves only a small percentage of the total potential users in the city and the demand for sewer service continues to increase as new development occurs on a yearly basis. Expansion is planned for 2004, increasing capacity to 0.500 mgd.

The projections for future growth pose the same dilemma to the sewer system as they do the water. The additional 780 housing units generate an additional 0.154 mgd demand on the sewer system. This is based on an average use rate of 85 gallons/person/day and an additional 1,812 residents resulting from the 780 new households. As mentioned in the previous section, this only includes residential development.

The planned expansion of the sewer system will handle the expected increase in residential development, assuming that all units will be connected to the network. However, capacity issues must be dealt with on a regular basis to ensure that an adequate level of service can be provided to future populations and that adequate capacities exist to accommodate future economic development initiatives.

Solid Waste

The city does not directly collect solid waste. Private haulers contract with the city. The city then bills individual users for the service.

Public Safety

Law Enforcement

The City of Hoschton operates its own Police Department, which is currently located in City Hall serving the entire city limits. The department staff consists of two full-time patrol officers, one Captain who handles investigations and the K-9 unit, one Chief who handles all administration, and three part-time uniformed officers. The department averages upwards of 2,500 calls per year with an average response time between two and ten minutes, depending on the time it takes for the dispatch to relay the call to the department.

Law Enforcement Assessment

The existing population has nearly outgrown the Police Department's ability to adequately serve the city. According to the Federal Bureau of Investigation Uniform Crime Report of 2000, the national average of small urban centers under 10,000 people was 3.2 sworn officers per 1,000 residents and 4.1 total personnel per 1,000 residents. According to the staff figures for the Hoschton Police Department there are currently 2.8 sworn officers per 1,000 residents (not including the Chief), and 3.7 total personnel per 1,000 residents. This reflects, both a lack of administrative support and full-time uniformed officers needed to provide an increased level of service.
Because of the expected growth the department estimates it will need an additional two full-time officers to adequately serve the future populations. Of particular importance is the expected traffic increases through town as a result of not only increased development in Hoschton, but also in the surrounding area.

Varying demographic traits greatly affect the requirements for law enforcement agencies from one jurisdiction to another. Any comparison between communities should be carefully conducted and national averages should only be used as indicators not benchmarks.

Fire Protection

Hoschton does not operate its own Fire Department. The town falls within the West Jackson County fire protection zone.

Emergency Medical Services

Hoschton does not operate its own emergency medical services. They are available through the West Jackson County fire department.

Hospitals and Other Public Health Facilities

Hospitals and Health Centers

Hoschton does not have direct access to a hospital or public health center located within the city limits. The nearest locations are in Braselton, Winder, Commerce, Athens, Lawrenceville, and Gainesville.

Nursing Homes

There are no nursing homes within Hoschton. Jackson County has two facilities totaling 237 beds. Occupancy rates are quite high with an average of 91.1% between the two Jackson County facilities.

Parks and Recreation Facilities

An important aspect of urban development is recreational opportunities, both passive and active. The availability of parks and recreation opportunities plays a large role in the perceived quality of life of one area over another and can make the difference in a relocation decision.

Inventory of Parks and Recreation Facilities

The National Recreation and Park Association has developed a set of standards that communities can use when developing guidelines for parks and recreation facilities planning. The Association defines parkland in a tiered approach and assigns a potential service boundary for each tier. The four tiers of parks can be defined as:

1. Neighborhood Park: serves the population of a neighborhood, and is generally accessible by bicycle or on foot. Typical facilities include an equipped play area, multipurpose courts, multipurpose fields, picnic area, and passive recreation area. The customary service area is a one-mile radius.
2. Community Park: located near major roadways and designed to serve the needs of more than one neighborhood. Typical facilities include a large group picnic shelter, swimming pool, lighted or unlighted baseball/softball fields, lighted tennis courts, recreation building, gymnasium, rest room, passive recreation area, and parking. The customary service area is a three-mile radius.
3. Regional Park: developed to serve several communities, population centers, or large portions of the county. Typical features include nature, hiking, riding or exercise trails, nature center, amphitheater, or other specialized building, area for boating or swimming, rest room, passive recreation area, and parking. The customary service area is a twenty-mile radius.
4. Highly Specialized Park: primarily used for athletics or specialized recreational activities. Typical facilities include baseball field, softball field, football field, soccer field, gun range, rest rooms, passive recreation area, and parking. The customary service area is a twenty-mile radius.

   -Recreation, Park, Open Space, and Greenway Standards and Guidelines; National Recreation and Park Association, 1996.

There are other areas that may be classified as parks and recreation that do not meet the definitions set forth. Areas that have been set aside within new subdivision developments for common open space may provide passive recreational activities or simply be used for the conservation of naturally sensitive lands. Also, lands adjacent to river and stream corridors may provide passive recreation opportunities.

Table 5
Existing Park Acreages

Park Type	Acreage	Acres per 1000 Persons
Neighborhood	0.5	0.46
Community	0	0
Regional	0	0
Highly Specialized	18	16.82
Open Spaces	0	0
Totals	18.5	17.28

The only park areas currently in Hoschton is the Community Park, located adjacent to the historic depot, and the newly constructed ball fields, which the county is leasing for county recreation programs, located at the end of Cabin Drive.

Assessment of Parks and Recreation Facilities

The National Recreation and Park Association have set as a guideline level of service 10 acres of park, recreation, or open space per 1,000 persons. Table 6 breaks down those ten acres and identifies recommended levels of service for each of the identified park categories.

Table 6
Adequacy of Existing Facilities

Category	Existing Ratio (Acres/1000 persons)	Recommended Ratio
Neighborhood	0.46	0.7
Community	0	0.9
Regional	0	1.6
Highly Specialized	16.82	2.3
Open Spaces	0	4.5
Total	17.28/1000 persons	10 acres/1000 persons

Despite an adequate total acreage per 1,000 residents the city may be deficient in the types of recreation areas that it is providing. However, upon full completion, by Jackson County, of the eighteen-acre park (currently classified as Highly Specialized because of the ball fields) it is anticipated that it will provide a variety of recreation opportunities including children's playground areas and areas designated for passive recreation, which will provide a greater variety of facilities.

Government Facilities

Inventory of General Government Facilities

This section presents an inventory of general government facilities. Although the respective local government owns and operates a number of buildings only those that are used for everyday government activity are reported on. The only building currently used for everyday government activities is City Hall, located on the City Square on Highway 53, in downtown Hoschton.

City Hall houses all of the local government offices and departments and is also home to the Hoschton Police Department

Assessment of Government Facilities

The city reports that the current facilities adequately serve the existing needs of the local government. However, as populations continue to increase and the corresponding government and police staff increase accordingly additional space may need to be acquired to provide adequate room for all of the local government functions.

Educational Facilities

Hoschton does not operate a public school system, but does house the Jackson County Intermediate School. The town lies within the Jackson County public school district, offering elementary, middle and high schools providing pre-kindergarten to grade twelve.

In 2000, Hoschton reported a total of 284 students enrolled in Jackson County public schools, up from 152 reported students in 1990. As residential development continues in the city student populations are sure to rise. On average, an additional 0.72 public school-aged children are generated with each new single-family household. As single-family households continue to dominate new development (See discussion on housing in Chapter 5) an additional 700 school-aged children can be expected to enter Jackson County schools over the next 10 years.

Libraries and Cultural Facilities

Inventory of Existing Library and Cultural Facilities

Hoschton is a part of the Piedmont Regional Library System, that serves a three-county region including, Banks, Barrow, and Jackson. The Town of Braselton houses the nearest library facility, the West Jackson Library, located at the intersection of Harrison and Frances Streets.

Hoschton is rich in cultural facilities, as noted in the Historic Resources Section. Some of the major historic resources include, the historic rail depot and the historic Hillcrest-Allen Clinic and Hospital. Hoschton's two aforementioned historic resources are listed on the National Register of Historic Places and the city is considering nominating the downtown historic district for National Register consideration.

Assessment of Libraries and Cultural Facilities

The library possesses a total of 2,050 total volumes, which is equal to 0.9-volumes per capita when considering the combined population for Braselton and Hoschton (not to mention the population associated with unincorporated residents within the library's service area). A standard level of service is 1.5-volumes per capita, indicating that West Jackson Library does not have an adequate supply of library volumes to serve the existing population.

Space is limited in the existing facility with little room for expansion. In order to increase the level of service to meet the demands of an increasing population a larger facility is needed. The city is working with Jackson County, the Town of Braselton and the Piedmont Regional Library System to construct a new facility adequate to accommodate the necessary expansion to match the expected population growth.

Needs, Goals, and Policies

Transportation

Goal: Provide a safe, efficient, and effective transportation system that reflects both existing and future needs while providing a variety of transportation options.

Need: Increase pedestrian and motorist safety along GA Highway 53 and all major thoroughfares.

- Policy: Continue to work with the Georgia Department of Transportation to identify areas of concern related to road safety.
- Policy: Monitor road conditions and analyze the potential adverse impacts of new development.

Need: Improve the mobility of pedestrians and bicyclists throughout the town, particularly in and around the downtown core.

Water Supply and Treatment

Goal: Provide potable water service in a safe, clean, efficient, economical, and environmentally sound manner concurrent with new development.

Need: Meet environmental criteria and public health rules and guidelines.

Need: Continue to maintain and expand existing facilities as required to efficiently meet the increasing demand.

- Policy: Analyze the ability of the existing infrastructure to handle all new development prior to issuing permits.
- Policy: Maximize the use of existing infrastructure for potable water service.
- Policy: Invest in new infrastructure as needed to ensure the continued provision of an adequate level of service.

Need: Construct additional above ground water tanks to increase the adequacy of storage capabilities.

Sewer and Wastewater

Goal: Provide sanitary sewer service in a safe, clean, efficient, economical, and environmentally sound manner, concurrent with urban development.

Need: Meet environmental criteria and public health rules and guidelines.

Need: Continue to maintain and expand existing facilities as required to efficiently meet increasing demands.

- Policy: Analyze the ability of existing infrastructure to handle all new development prior to issuing permits.
- Policy: Maximize the use of existing infrastructure for sewer service.
- Policy: Invest in new infrastructure as needed to ensure the continued provision of an adequate level of service.

Solid Waste Management

Note: The city does not directly provide solid waste services to residents. All solid waste collection is done by private enterprise.

Public Safety

Note: The city currently only provides law enforcement services and has no immediate plans to provide either fire or emergency medical services, which are both currently handled by Jackson County departments.

Goal: Provide responsive and effective law enforcement ensuring adequate staff, equipment and space is available.

Need: Continued investment in the law enforcement agency to maintain an adequate level of service in the face of increased population.

Policy: Invest in personnel, equipment, training and facility expansion as dictated by growth.

Hospitals and Other Public Health Facilities

Note: The city does not operate any hospitals or public health facilities and has no immediate plans for facility construction. All public health needs are served through nearby jurisdictions.

Parks and Recreation Facilities

Goal: Provide, protect and maintain a quality, accessible, and economically efficient network of parks, recreation facilities, and open space that serves all residents.

Need: Monitor the availability and adequacy of recreation areas and facilities to ensure they are providing an acceptable level of service.

Policy: Acquire, maintain and develop parks and recreation facilities as needed to accommodate increased populations.

General Government

Goal: Provide adequate space, equipment, and technology to local government officials and staff to facilitate the decision making process.

Need: Evaluate the use and efficiency of local government facilities and services.

Policy: Ensure adequate levels of staff, equipment and space are available for local government activities.
Policy: Maintain ongoing communication between county and municipal governments to provide services in a coordinated and efficient manner.
Policy: Continue to solicit and utilize citizen advisory committees to provide public input into all planning activities.

Educational Facilities

Note: The city does not operate a separate school system and relies on the efforts of the Jackson County public school system.

Libraries and Cultural Facilities

Goal: Continued support of the Piedmont Regional Library System to ensure that adequate library facilities exist serving the entire regional population.

Need: Local support for the planned expansion of the West Jackson Library.